

## Port of San Diego

**Port Contact:** Wendy Y. Fan, Maritime Operations, [wfan@portofsandiego.org](mailto:wfan@portofsandiego.org)  
Phone (619) 686-7287; Fax (619) 686-6215  
<http://www.portofsandiego.org/>

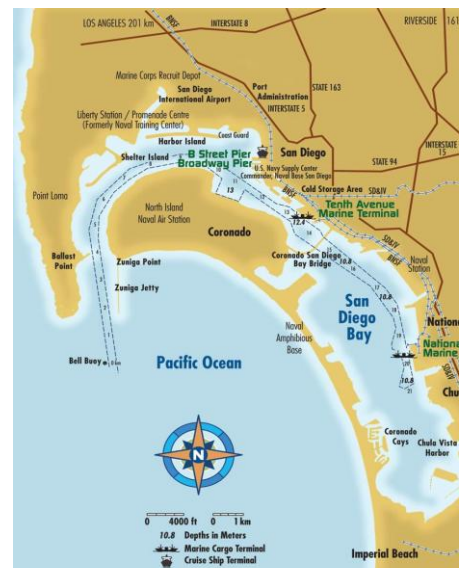
**Port Address:** 687 Switzer Street, San Diego, CA 92101-7810

**Port Administration:** 3165 Pacific Highway, San Diego, CA 92101-1128

**Caltrans Contacts:** HQ: Terri Bridges, (916) 654-3419; Terri\_Bridges@dot.ca.gov  
District 11: Jose Marquez, (619) 688-3193, Jose\_Marquez@dot.ca.gov

The Port of San Diego (Port) is located approximately 96 miles southeast of Los Angeles (LA) and 10 miles north of the Mexican border. The Port is protected by two peninsulas separating it from the Pacific Ocean.

Established in 1962, the Port operates 24/7 and is managed by the Unified Port District. The Port is based on three major economic sectors: defense, manufacturing, and tourism. It is home to the largest naval complex in the Pacific; contains the U.S. West Coast's only major ship-building and submarine yards; and is an active cruise facility. Because of the Port's strong military support, the Maritime Administration designated it as one of 17 "strategic ports" across the country. It is the first port for vessels coming from the west coasts of Mexico, Central America, and South America. The Port is approximately nine miles from the border entrance to the Mexican free trade zone (FTZ). The San Diego border with Mexico is the most active maquiladora (Mexican name for manufacturing operations in an FTZ). The waterfront maritime operation has an economic impact of \$7.6 billion and provides 42,000 jobs in the San Diego region. The Port oversees two maritime cargo terminals, two cruise ship terminals, 17 public parks, the Harbor Police department, and has more than 600 tenant leases, which is a major source of revenue. The Port has 24-hour operation and extensive on-dock distribution facilities. Its temperate climate makes it conducive to year-round cargo handling.



### PORT INFRASTRUCTURE

- Channel depth – 41 feet
- Shoreline – 33 miles
- Acres of land – 3415
- On-dock rail service
- Marine and mobile repair yards

### PORT TRADE CHARACTERISTICS

- Port specializes in roll-on, roll-off cargo and handles break bulk, bulk, rolling stock, project cargo, fertilizer, cement, fresh produce, and containers

### Top Trade Partners

Japan  
Germany  
South Korea  
China  
Ecuador  
Malaysia  
Switzerland  
Australia  
Canada  
Europe

### Inbound Commodities

Vehicles  
Fruits / Nuts  
Iron / Steel  
Base metals  
Plastic/Rubber  
Windmills

### Outbound Commodities

Machinery  
Plastics/Rubber  
Base metals  
Autos/Parts  
Instruments  
Pulp/Paper  
Textiles  
Chemicals  
Crude Oil  
Food Products

## PORT TRADE CHARACTERISTICS (CONT.)

- Automobiles are the #1 import
- Bananas shipped annually – 1.8 billion lbs.
- Port transports soldiers' cars and equipment
- Largest cold storage facility on west coast
- The port is experiencing a rebound with an increase of automobiles, liquid bulk cargo, windmill components, and project cargo.
- First U.S. port for northbound Pacific sailings from Mexico, Central, and South America

## TRANSPORTATION PLANNING PARTNERS

- San Diego Association of Governments
- California Department of Transportation (Caltrans)
- City of San Diego
- Military: Coast Guard, Navy, Marines
- U.S. Customs and Border Protection (EPA)

## PORT PLANS

- Climate Mitigation and Adaption Plan (Climate MAP) – (Summer 2012)
- Port Master Plan (January 8, 2010)

## PORT PROJECTS

### Trade Corridors Improvement Fund (TCIF)

- Grade Separation Improvements: 10th Avenue at Harbor Drive and 32nd Street at Harbor Drive
- At-Grade Improvements: Bay Marina Drive at I-5 and Civic Center Drive at Harbor Drive
- National City Marine Terminal Improvement (Wharf Expansion) Phase II

## ENVIRONMENTAL STEWARDSHIP

- Climate Mitigation and Adaption Plan (scheduled completion Summer 2012)
- Cruise ship shore power system installed

- Dredge and restore 280 acres of wetlands project (scheduled completion early 2011)
- Imported windmills supply yearly power to 1.5 million people or 500,000 households

## CALTRANS FOCUS AREAS

- I-5, I-805, I-15 at traffic capacity levels
- Lack dedicated truck lanes and bypass routes

## PORT ISSUES

- Lack of direct freeway access to the Port
- Unknown impacts of the Panama Canal Expansion (scheduled to open 2014)
- Freight congestion – capacity, safety, and bottleneck issues on I-5 and I-15
- Limited capacity to expand due to land availability, cost, and land use conflicts
- Need for reconfigured rail yards and improved intermodal facilities including train storage tracks and warehouses
- Environmental /community health concerns

## SURFACE TRANSPORTATION NETWORK

### Access Routes: SR-15, I-5, and I-8

- 50% shipments travel by truck, rest by rail
- Most shipments originate and destined for California's Gateway Region

## RAIL LINES

**Class I – Burlington Northern Santa Fe (BNSF)** – provides primarily automobile rail service north and south along the coast, interfacing in LA with a primary California freight rail corridor for BNSF, the Transcontinental (Transcon) Route, eastward to Chicago, Memphis, and Kansas City.

**Shortline – San Diego and Imperial Valley** – a line haul carrier with 8 miles of track servicing 12 berths.

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## ADDITIONAL INFORMATION/ SOURCES

- San Diego Association of Governments SANDAG (MPO): <http://www.sandag.org/>
- City of San Diego: <http://www.sandiego.gov/>
- San Diego Unified District 2010 Annual Report: [http://www.portofsandiego.org/public-documents/doc\\_view/3509-2010-annual-report-standard-version.html](http://www.portofsandiego.org/public-documents/doc_view/3509-2010-annual-report-standard-version.html)
- Port of San Diego Master Plan: <http://www.portofsandiego.org/real-estate/2842-san-diego-convention-a-visitors-bureau-international-visitors-center-relocating.html>
- International Trade Trends – Southern California 2010-11 Outlook by LAEDC: <http://laedc.org/reports/2011TradeTrends.pdf>